

Federal Aviation Administration

Minimum Equipment Lists



Purpose

The mission of Flight Standards is to provide the public with accident-free aircraft operations through the highest standards in the world. As part of that mission, Flight Standards has a process where operators can develop minimum equipment list (MEL) procedures in order to continue operation of an aircraft with specific items of equipment inoperative under certain circumstances.

Our Customers

Those operators and owners of aircraft who desire relief for specific items of equipment inoperative under certain circumstances.

Services We Provide to Our Customers

The Flight Standards aviation safety inspector reviews the operator-created MEL and provides advice and guidance to the operator. This review is based on the master minimum equipment list (MMEL) and the Federal Aviation Regulations.

Customer Commitment for MEL's

- * We will make every effort to begin review of your initial MEL or provide assistance in helping develop your MEL within 20 working days of your request.
- * We will work with you in meeting the requirements for developing your MEL. The FAA may stop this process at anytime if all requirements are not met.
- * We will make every effort to review and complete the initial MEL approval in 60 working days, provided all requirements are met.

Q. What is an MEL?

A. The MEL is a document derived from the MMEL and is applicable to an individual operator. The operator's MEL takes into consideration the operator's particular aircraft configuration, operational procedures and conditions. It is the specific inoperative equipment document for a particular make and model aircraft by serial and registration numbers, e.g., BE-200, N12345, and its use is authorized by the operator's operations specifications (see OpSpecs customer standard). When approved and authorized for use, the MEL permits operation of the aircraft under specified conditions with certain inoperative equipment.

Q. What is an MMEL?

A. The MMEL is a list of equipment that the FAA has determined may be inoperative under certain operational conditions and still provide an acceptable level of safety. Just as the MEL, it contains the conditions, limitations, and procedures required for operating the aircraft with these items inoperative. The MMEL is used as a starting point in the

development and review of an individual operator's MEL. Information on MMEL policy information and current MMEL's are available to the public on the Air Transportation Division Bulletin Board System (BBS). The BBS is accessible to anyone with a standard personal computer and modem. The BBS will accept data communication at up to 14,400 baud on 6 data lines simultaneously. The telephone number for the BBS is (202) 267-5231.

Q. Who needs an MEL?

A. All air carriers who want to operate an aircraft with inoperative equipment. This process is possible because of the installation of additional and redundant instruments, equipment, and/or systems present in transport aircraft. General aviation operators may choose to use an MEL, a letter of authorization based on an MMEL, or the provisions of section 91.213(D). If you are a Part 91 operator and wish to operate your aircraft with inoperative equipment, an FAA letter of authorization may be all you need. Contact your local Flight Standards District Office (FSDO) for help in deciding your circumstances concerning an MEL, and which procedure you should use.

Q. Who do I contact to develop an MEL?

A. Contact your FAA FSDO. Call the U.S. Department of Transportation, Federal Aviation Administration, listed in your local telephone book, for the location and telephone number of the nearest office.

Q. How do I develop or revise my MEL?

A. You develop your MEL based on the appropriate MMEL and then obtain approval from the aviation safety inspector responsible for your operator certificate. You submit your MEL document and supporting documentation, which the inspectors then review and note any changes. If changes are not required, the MEL will continue through the process and be returned to you approved. MEL revisions must be equal to or more restrictive than the MMEL. It is not necessary for an operator to submit an entire MEL when requesting the approval of a revision; instead the minimum submission would consist of only the affected pages.

Q. Your customer commitment says I can get my

completed MEL in 60 day. Is that from the time I submit my request until it is completed?

A.. Sixty days begins once the applicant completes all of the requirements for the MEL to be processed. In other words, it starts when the operator formally submits the proposed MEL to the FAA Flight Standards principal operations inspector (POI) and ends when the POI is satisfied that the MEL is in full compliance with all applicable requirements. If there is a significant problem with the applicant's MEL, the process will have to begin again. The length of time to complete an MEL depends on the complexity, modifications/changes required, and analysis associated with approval of the MEL. When the MEL is signed by the POI, the process is finalized as approved.

